Plant, SAIL has proposed to implement the scheme in two phases. The proposal on the first phase which aims primarily at introducing continuous steel casting technology and facilities was considered in the Pre-PIB Meeting held on 12.7.91. In view of the changed politico-economic-commercial scenario in the erstwhile USSR, the proposal is being reviewed by SAIL. Government would take a view in this matter soon after receipt of SAIL's report.

Power Projects of Uttar Pradesh and Madhya Pradesh

3179. SHRI RAMKRISHANA KUSMARIA:
SHRI PRABHU DAYAL KATHERIA:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the power projects to be set up in Uttar Pradesh and Madhya Pradesh during 1992-93; and

(b) if so, the details thereof, district-wise?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). Details are given below:-

S. No.	*Name of Project*	*District*	*Sector*	*Capacity (M/W)*
Uttar Pradesh				
1.	Sobla H.E. Project Units 1 & 2	Pittoragarh	State	6
2.	Tanda Thermal Project Unit 4	Faizabad	State	110
3.	National Capital TPP Unit 3	Ghaziabad	Central	210
4.	Dadri CCGT Unit 3 & 4	Ghaziabad	Central	262
Madhya Pradesh				
1.	Birsinghpur Thermal Project Unit 1	Pala	State	210

[*English*]

Flights of Indian Airlines delayed/ cancelled during December, 1991 and January, 1992

3180. SHRI E. AHAMED: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of flights of Indian Airlines delayed/cancelled during the months of December, 1991 and January, 1992; and

(b) the number of such flights delayed/ cancelled due to bad weather, technical snag and enemas leave by pilots respectively?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) While during the month of December, 1991, 2714 flights were delayed and

473 cancelled, during January, 1992, 2485 flights were delayed and 237 cancelled.

(b) The number of flights delayed/cancelled during December, 1991 and January, 1992 due to bad weather, technical snag and pilots reporting sick were as follows:

		December, 91		*January, 92*	
		Delayed	*Cancelled*	*Delayed*	*Cancelled*
1.	Bad weather	301	85	328	102
2.	Technical snags	181	23	188	15
3.	Pilots reporting sick	–	94	–	–

[*Translation*]

Production cost of Steel in Sail

3181. SHRI NITISH KUMAR: Will the Minister of STEEL be pleased to state:

(a) whether the production cost of steel by the Steel Authority of India Limited is more in comparison to Spain, Germany and other East European Countries;

(b) if so, the details thereof;

(c) whether the iron ore necessary for producing steel are extracted in abundance in the Country;

(d) if so, the reasons for increased production cost of steel in the country;

(e) whether the Government propose to reduce the administrative expenditure, maintenance expenditure, transportation expenditure etc. to reduce to production cost; and

(f) the existing expenditure per tonne thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEB): (a) and (b). As no authentic and comparable information on the cost of production of steel in other countries is available, it is not possible to compare the cost of production.

(c) Yes, Sir.

(d) Iron ore constitute only about 5% of the total cost of saleable steel in SAIL. Higher cost of production of steel in SAIL plants are by and large due to higher input costs, quality of raw materials, higher capital related charges, obsolete technology leading to higher maintenance and operational costs and higher incidence of taxes and levies.

(e) Various cost reduction measure are being taken in steel plants, on a continuous basis, for reducing costs, including those on administration, transportation and maintenance.

(f) The contributions of various cost elements towards total cost of production in SAIL plants is as follows: